

1070

**United States Department of Interior
National Park Service**



**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Port Washington Downtown Historic District
other names/site number N/A

2. Location

street & number	Various: See Inventory	N/A	not for publication
city or town	Port Washington	N/A	vicinity
state Wisconsin	code WI	county Ozaukee	code 089 zip code 53074

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Alicia L. Corning
Signature of certifying official/Title

August 2, 2000
Date

State Historic Preservation Officer-WI

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Port Washington Downtown Historic District
Name of Property

Ozaukee
County and State

Wisconsin

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register.
 See continuation sheet.
 determined not eligible for the National Register.
 See continuation sheet.
 removed from the National Register.
 other, (explain:)

Edson H. Beall

9-8-00

[Signature]

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)
 private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)
 building(s)
 district
 structure
 site
 object

Number of Resources within Property
(Do not include previously listed resources in the count)

contributing	noncontributing
37	10 buildings
	sites
	structures
	objects
37	10 total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property listing.)
None

Number of contributing resources is previously listed in the National Register
0

6. Function or Use

Historic Functions
(Enter categories from instructions)
COMMERCE/TRADE/specialty store
DOMESTIC/hotel
COMMERCE/TRADE/financial institution

Current Functions
(Enter categories from instructions)
COMMERCE/TRADE/specialty store
COMMERCE/TRADE/financial institution
COMMERCE/TRADE/restaurant

7. Description

Architectural Classification
(Enter categories from instructions)
Federal
Italianate
Queen Anne
Classical Revival
Romanesque

Materials
(Enter categories from instructions)
Foundation Stone
walls Brick
Stone
roof Asphalt
other Wood

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

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Section 7 Page 1 Port Washington Downtown Historic District
Port Washington, Ozaukee County, WI

The Port Washington Downtown Historic District consists of portions of eight city blocks that together form the most intact part of the historic downtown business section of the city of Port Washington. The District contains forty-seven buildings, forty-three of which face onto the 100, 200 and 300 blocks of the north-south running N. Franklin Street, which has historically been the most important commercial thoroughfare in the city. The other four buildings lie adjacent to the rest, but face onto the 100 block of the east-west running East Main Street and onto the 200 block of the east-west running East Pier Street. Together, these forty-seven buildings constitute a coherent, visually unified grouping that contains most of the best surviving intact nineteenth and early to mid-twentieth century commercial buildings that remain in this historic and highly important section of the city.

Port Washington is the county seat of Ozaukee County and in 1990 had a population of 9,338. The city is located on the Lake Michigan shoreline at the point where Sauk Creek flows into the Lake, this point being located some 30 miles north of the center of the city of Milwaukee. Port Washington owes its existence to its location because the Creek provided a source of waterpower for milling and industry and ships plying the Lake provided a means of transporting goods and people in the days before railroads or reliable roads existed to serve the early settlers. Topography also played a role in the actual laying out of the city as well since the mouth of the Creek was originally hemmed in on three sides by bluffs and the only land suitable for development in the city's earliest days was the outwash area that surrounded the mouth of the Creek. It was on this gently sloping land that the first plat of the village of Port Washington was laid out and it was here that the downtown portion of the original settlement developed, which includes that area that now comprises the District.

Of the forty-seven buildings in the district, three are considered to be non-contributing due to their late date of construction and 7 others are considered to be non-contributing because they have been greatly altered and no longer retain their historic appearance. Twelve of the contributing buildings were built between 1851 and 1859; two are known to have been built in the 1860s; two more are known to have been built in the 1880s; eight are known to have been built between 1891 and 1900; six were built between 1901 and 1909; three were built between 1910 and 1920; two were built between 1921 and 1930; two were built between 1931 and 1940, and one between 1941 and 1949. The contributing buildings range from one to three stories in height, almost all of them are either rectilinear or square in plan, and nearly all are of masonry construction.

So far as can be determined, four examples of the Italianate style (201, 223, 308-312, and 317 N. Franklin St.) and three examples of the Federal Style (317, 319-323-327, and 329-333 N. Franklin St.) are the earliest of the District's contributing buildings. Other contributing nineteenth century buildings in the district include: five Queen Anne style buildings (127, 200-202, 231, 314, and 131 N. Franklin St.), and nine Commercial Vernacular form buildings (105, 107-109, 212-216, 215, 217, 222, 224, and 316 N. Franklin St., and 211 E. Pier St.). There are also five contributing examples of the Twentieth Century Commercial Style (123-125, 210, 220, 221, 301-303, and 307 N. Franklin St.). In addition, the District also includes one fine Neo-Classical Revival style building (122 N. Franklin St.), a single later Colonial Revival style-influenced restaurant building (100 N. Franklin St.), a single fine example of Art Deco design (302 N. Franklin St.), and a single fine Art Moderne style building (125 E. Main St.). As is typical of the older commercial buildings in other Wisconsin cities, most of the original first story

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Section 7 Page 2 Port Washington Downtown Historic District
Port Washington, Ozaukee County, WI

storefronts in the District have been lost to subsequent modernization. The upper floors of these facades are all still largely intact, however, and many also retain their original decorative wood or metal cornices.

Size, design, integrity, and density set the buildings in the Port Washington Downtown Historic District apart from the other historic period commercial buildings in the downtown area. Most of the other nineteenth and early twentieth century commercial buildings that once flanked the District have now been either greatly altered or demolished. Other historic period commercial buildings located outside the District are now either too altered for inclusion or they are too distant to be included. Consequently, the Port Washington Downtown Historic District now constitutes the best intact contiguous group of historic commercial buildings remaining in the center of Port Washington's downtown.

Inventory List

What follows is a complete list of all the resources within the boundaries of the Port Washington Downtown Historic District. The list shows whether or not the building is a contributing (C) or Non-Contributing (NC) resource in the District and includes the building's address, historic name when known, date of construction and/or date of major known alterations, and style. The abbreviations given below for architectural styles and vernacular building forms are the same abbreviations used in the Division of Historic Preservation's Historibase software. These are as follows:

AD = Art Deco	IT = Italianate
AM = Art Moderne	NE = Neoclassical Revival
CO = Colonial Revival	QU = Queen Anne
COM = Commercial Vernacular	TC = Twentieth Century Commercial
CON = Contemporary	
FE = Federal	
FG = Front Gabled	

<u>Status</u>	<u>Address</u>	<u>Original Owner</u>	<u>Date</u>	<u>Style</u>
NC	100 N. Franklin St.	Smith Bros. Building	1954	CO
C	105 N. Franklin St.	A. Barth Building	1891	COM
C	107-109 N. Franklin St.	J. Schmeidler Building	ca.1858	COM
NC	113-115 N. Franklin St.	Joseph N. Leider Building	1964	CON
C	114 N. Franklin St.	M. Zimmermann Building	1907	COM
NC	118 N. Franklin St.	Henry & Hill Building	1907/ca.1960	CON
C	119 N. Franklin St.	Herman Krause Building I	1891/1933	CON
C	121 N. Franklin	Herman Krause Building II	1901/1933	CON
C	122 N. Franklin St.	First National Bank of Port Washington	1910	NE
C	123-125 N. Franklin St.	R. Stelling Co. Building	1909	TC

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Port Washington, Ozaukee County, WI

Status	Address	Original Owner	Date	Style
NC	126 N. Franklin St.	Joseph Schader /	1900/ca1960	COM
NC	128 N. Franklin St.	Peter Pelt Building	1901/ca1960	COM
C	127 N. Franklin St. 129 E. Main St.	N. Zimmermann Building	1896/1920	QU
C	200-202 N. Franklin St.	Wilson Hotel	1891	QU
C	201 N. Franklin St.	Barnum Blake Building	1854	IT
NC	205 N. Franklin St.	Barnum Blake Building	1852	COM
NC	206-208 N. Franklin St.	Port Washington State Bank	1958	CON
C	210 N. Franklin St.	John Uselding Building	1917	TC
NC	211 N. Franklin St.	Boemer Brothers Building	1910/c1965	CON
C	212-216 N. Franklin St.	John Neuens Bldg.	1873	COM
C	215 N. Franklin St.	Peter Schaus Bldg.	1854	COM
C	217 N. Franklin St.	M. A. Hanson Building	1893	COM
C	220 N. Franklin St.	B. Dose Building	1912	TC
C	221 N. Franklin St.	?/Nic Pesch Building	?/1928	TC
C	222 N. Franklin St.	O. D. Bjorkquist Building	1862	COM
C	223 N. Franklin St.	J. Thill Building	1854	IT
C	224 N. Franklin St.	Dominiq Meyer Building	1854	COM
NC	228 N. Franklin St.	J. Langly Building	1854	COM
C	229 N. Franklin St.	Nic. Jung (Young) Building	1873	IT
C	231 N. Franklin St.	Michael Bink Building	1891	QU
C	301-03 N. Franklin St.	Henry Schoensigel Building	1928	TC
C	302 N. Franklin St.	M. J. Schumacher Building	1930	AD
C	307 N. Franklin St.	Mich. Even Building	18?/1912	TC
C	308-312 N. Franklin St.	Wisconsin House Hotel Bldg.	1855/1926	IT
C	309 N. Franklin St.	Peter Kuhn Building	1867	IT
C	314 N. Franklin St.	Michael Weyker Building	1894	QU
C	316 N. Franklin St.	Nicholas Poul Building	1858	COM
C	317 N. Franklin St.	H. H. Stone Building	1851/1975- 1998	FE
C	318-320 N. Franklin St.	Notting & Kessler Building	1883/19?	CON
C	319-323 N. Franklin St.	Theodore Victor Building	1855	FE
NC	322 N. Franklin St.	Mathias Adam Building	1859	COM
C	327 N. Franklin St.	Theodore Victor Building	1858/19?	FE/ CON
C	329-333 N. Franklin St.	Theodore Nosen Building	1857	FE
C	125 E. Main St.	Schanen Building	1942	AM
C	131 E. Main St.	John Nevens Building	1889	QU
C	209 E. Pier St.	John Noesen House	1890	FG
C	211-213 E. Pier St.	John Kluypp Building	1855	COM

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Section 7 Page 4 Port Washington Downtown Historic District
Port Washington, Ozaukee County, WI

The following list describes some of the most characteristic and/or finest resources in the District, tells what is known of their history, and notes whether or not they are contributing (C) or non-contributing (NC) to the proposed District. Names given in the heading are historic names, when known.

<u>Historic Name</u>	<u>Address</u>	<u>Date of Construction</u>	<u>Status</u>
Theodore Victor Building	319-327 N. Franklin St.	1855-1858/ca. 1925	C

The Federal Style Theodore Victor Building is a two-story building that was built between 1855 and 1858 to house three stores and it was, in the 1850s and 1860s, one of Port Washington's largest and most impressive commercial buildings. As originally constructed, this square plan building had a limestone-clad, east-facing main facade with three equal-width storefronts spread across its first story and ten flat-arched windows spread across its second story. The whole building was then (and is still) sheltered by a side-gabled roof which has an overhanging, boxed cornice whose frieze is ornamented with dentils and whose gable ends butt up against the two earlier and taller three-story Federal Style buildings on either side. The two left-hand (south) storefronts of this building have now been altered and modernized, but the second story above them is still largely intact, the stone surface has been painted and the original windows having been replaced with one-over-one light substitutes. The facade of the right-hand (north) third portion of the building, however, was completely remodeled sometime during the first half of the twentieth century and it is now clad in brick, its storefront has been remodeled, and its second story fenestration pattern has been altered. Even so, this remodeled facade is almost totally intact and can be considered to be a contributing element on its own merits since it was almost certainly remodeled during the period of significance.¹

Theodore Nosen Building	329-333 N. Franklin St.	1857	C
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Located on a prominent corner lot, the three-story-tall Theodore Nosen Building is built of cream brick and is the most intact of the District's Federal Style buildings and is also one of the most intact of all the District's oldest buildings. The building's three-bay-wide, east-facing main facade has a full-width first story storefront, its segmental-arched second and third story window openings are each set into three shallow, two-story-tall, segmental-arched recessed panels, and the facade is crowned by a tall stepped parapet wall, which is a feature that is typical of this style. The original first story storefront has now been replaced by a later, but not inappropriate, one and the six-over-one-light windows in the stories above are also not original. Never the less, the overall appearance of the building today is very close to its original one.²

¹ City of Port Washington Real Estate Tax Rolls. See also a very early historic photo in *Port Washington: 1835-1985*, p.4.

² Ibid.

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Port Washington, Ozaukee County, WI

Wisconsin House Hotel Building 308-312 N. Franklin St. 1855/1926/post-1975 C

The three-story tall, rectilinear plan, cream brick Wisconsin House Hotel building was built in 1855, after the first one, built in 1852 on the same site, was destroyed in a fire. The resulting six-bay-wide building is one of the downtown's most impressive buildings and is also one of its most typical examples of the Italianate style. The main facade of the building faces west and displays such characteristic Italianate style features as tall, original, four-over-four-light wood sash, round-arched windows that are placed in round-arched openings. These openings are themselves set into six shallow, two-story-tall, round-arched brick panels that are recessed into the main wall surface, and the whole facade is then crowned by a corbelled, overhanging brick cornice.

This building was built for Adam Even and it served as a hotel for a number of years, but this use had ceased by 1885. By that date also, the building's first story was given over to a saloon (the north half) and a harness shop (the south half) and these spaces were to know many other uses over the years to follow. In addition, a one-story brick annex wing was added to the south side of the building in 1926 and later owners combined the first stories of both the original building and the annex into a single retail store, a change that was accompanied by the combining of what had originally been several separate first story storefronts into one large one instead. Recently, however, this whole first story has been remodeled yet again in a more sensitive manner and it now features seven large round-arched window and door openings and a wall surface that has been faced with cream brick that is a close match for the cream brick that covers the rest of the main facade.³

Barnum Blake Building 201 N. Franklin St. 1854 C

The Barnum Blake building is another fine, but somewhat unusual, example of Italianate Style design. This long, narrow, rectilinear plan, two-story-tall example is also built of brick (now painted), its main facade faces east, and it also occupies a prominent corner lot. The original full-width storefront has now been replaced by a modern one, above which are three original segmental-arched second story window openings. These openings are each set into three shallow, segmental-arched brick panels that are recessed into the main wall surface and each panel is separated from the other by a thin pilaster-like brick strip, giving this upper story an arcaded effect. The whole facade is then crowned by a rather elaborate corbelled, overhanging, brick cornice that has a centered arch motif.⁴

Although the design of the facade of this building fits within the overall framework of the Italianate Style, the arched window elements and corresponding arched portion of the cornice are also analogous to the arched elements found in the contemporary "Rundbogenstil" designs that were then fashionable with the German-American community in nearby Milwaukee and even in Madison. This ethnic variation of the Romanesque Revival style had been brought over to America by German-trained architects and found favor with many German immigrants who came to this part of Wisconsin in the 1850s and built buildings there. The influence of this style

³ City of Port Washington Real Estate Tax Rolls. See also: Sanborn-Perris maps for Port Washington dated 1884 and 1893.

⁴ Ibid.

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Port Washington, Ozaukee County, WI

can be seen in buildings designed in other styles as well, such as the Barnum Blake building and several others in the District, including: the Peter Schaus Building, 215 N. Franklin St., built in 1854; the J. Thill Building at 223 N. Franklin St., built in 1854; the Nic. Jung (Young) Building at 229 N. Franklin St., built in 1873, and very similar in design to the Blake Building; and the Peter Kuhn Building at 309 N. Franklin St., built in 1867.⁵

Michael Bink Building **231 N. Franklin St.** **1891** **C**

The Bink Building is one of the finest of all Port Washington's Queen Anne style commercial buildings and its significance is enhanced by its highly intact state. This cream brick building occupies a prominent corner lot and it is rectilinear in plan, two-stories in height, and its main facade faces east. Queen Anne style buildings are notable for their asymmetric design and for the variety of design features that go into their composition; the Bink building is a good case in point. The most prominent feature of the design is its canted corner entrance, which is surmounted by a two-story-tall, round turret that is topped by a stilted pointed dome crowned with a finial. Such an arrangement is found on many of Wisconsin's better Queen Anne style commercial designs, but it is rare to find features like this in such an intact state. In addition to the style-defining corner turret there is also an oriel bay window placed on the second story of the north-facing side elevation of the building, another feature that is typical of smaller Queen Anne style commercial buildings. Considering that this building was built in 1891, it is also remarkable that both the first story storefront of this building and the windows throughout are still intact and in largely original condition.

This building was built for Michael Bink in 1891. Bink operated a saloon in its first story.⁶

The Wilson Hotel Building **200 N. Franklin St.** **1891** **C**

Similar to the Bink Building in design but more imposing in size is the Wilson Hotel, which was built in the same year.⁷ Like the Bink Building, the Wilson Hotel also occupies a prominent corner lot, has walls of cream brick, and it has a canted corner entrance that is surmounted by a two-story-tall turret that is topped by a dome crowned with a finial. Unlike the Bink Building, though, whose Franklin Street facade is just two-bays-wide, the Wilson Hotel's west-facing Franklin Street facade is five-bays-wide and the building is three-stories in height. Also different is the design of the turret, which is polygonal and has a pointed dome. Another notable feature of this

⁵ City of Port Washington Real Estate Tax Rolls. See also: Sanborn-Perris maps for Port Washington dated 1884 and 1893.

⁶ City of Port Washington Real Estate Tax Rolls. See also: Sanborn-Perris maps for Port Washington dated 1884 and 1893. In addition, there is a date stone inset into the Franklin Street parapet wall of the building that reads "1891" and mention of the completion of the building can also be found in the *Cedarburg News*: November 25, 1891, p. 4; December 9, 1891, p. 4; and December 16, 1891, p. 4. A good photograph of the building as it was originally can be found in the Illustrated Souvenir Supplement of the Historical Semi-Centennial Edition of the *Port Washington Star*: July 4, 1898.

⁷ Ibid (tax rolls and Sanborn maps). In addition, mention of the completion of the building can also be found in the *Cedarburg News*: November 25, 1891, p. 4.

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Port Washington, Ozaukee County, WI

fine building are the tall brick parapet walls that crown the two main west and south-facing elevations, both of which have triangular brick pediments centered on them whose bases bear the legend "The Wilson" in raised stone letters.

Like so many of the buildings in the District, the first story of the Franklin Street facade of the Wilson Hotel has been greatly altered over time, but fortunately, a sympathetic recent renovation of the building has undone some of the damage and good historic photos of the building will permit its complete restoration at a later stage.⁸

Martin Zimmerman Building 114 N. Franklin St. 1907 C

When the Wisconsin Chair Co. factory burned down in 1899 it took with it almost all the buildings on the east side of the 100 block of N. Franklin Street. One of the buildings that replaced those that had been destroyed was the Martin Zimmerman Building, a fine, two-story, rectilinear plan, Commercial Vernacular form building that was built in 1907 to house Zimmerman's saloon.⁹ Zimmerman's building was one of the first in the city to be built out of concrete block, which, in combination with its use of an arched entryway and arched first story store window, gave the building a Richardsonian Romanesque Revival feeling that was enhanced by the roughness of the rock-faced concrete block that was used. Fortunately, the Zimmerman building is still almost totally intact today, the only significant change being the filling in of its first story store window and the replacement of the original entrance door, both changes that could easily be reversed.

The Zimmerman Building was clearly inspired by the building next door at 118 N. Franklin St., which was built as the clubhouse of Port Washington's Businessmen's Club just a little earlier in the same year.¹⁰ This building is still extant, but its original rock-faced concrete block facade has now been covered over with sheets of enameled steel. Never the less, historic photos show that the clubhouse building was very similar in design to the one that Zimmerman constructed for himself and the similarity between the two can hardly be pure coincidence.¹¹

First National Bank of Port Washington 122 N. Franklin St. 1909 C

The First National Bank building is the only Neo-Classical Revival style building in the District and one of only two in the city that display the signature feature of a colossal order portico dominating the main facade. The bank building is two-stories in height and rectilinear in plan and its main west-facing facade consists of a two-story

⁸ A good photograph of the Hotel as it was originally can also be found in the Illustrated Souvenir Supplement of the Historical Semi-Centennial Edition of the *Port Washington Star*: July 4, 1898.

⁹ City of Port Washington Real Estate Tax Rolls. See also: Sanborn-Perris maps for Port Washington dated 1904 and 1913.

¹⁰ City of Port Washington Real Estate Tax Rolls. See also *The Port Washington Star*; September 15, 1906, p. 4; September 22, 1906, p. 4; November 24, 1906, p. 4; December 22, 1906, p. 4; and January 5, 1907, p. 4.

¹¹ This photo can be seen in the publication *Port Washington: The Little City of Seven Hills*. Port Washington, ca.1908, p.27.

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portico that is arranged in a stylistically correct distyle in antis fashion having two Corinthian Order columns in the center that are flanked by antae (pilasters), forming a recessed portal. The facade is then crowned with an entablature, above which is a parapet wall. The design of this facade is well done and is very correct in its use of the classical vocabulary. All of the facade's exterior surfaces including the engaged columns themselves are clad in white, smooth-surfaced terra cotta tiles that have something of the appearance of smooth white marble.

The First National Bank was formed in 1909 and its new bank was designed by Cedarburg, Wisconsin architect William F. Hilgen and built in the same year.¹² The exterior of the bank is still highly intact and is in excellent condition.

Matthew Schumacher Building 302 N. Franklin St. 1930 C

This fine Art Deco style building was built in 1930 to house the Schumacher Monument Works, whose works had long occupied the site. The new building is one-story in height and 40x60-feet in dimension and occupies a corner lot. The building's principal facade faces west, the visible portion of the basement story is clad in polished granite, and the bulk of the facade is clad in dressed limestone. A beautifully designed and executed entrance is centered on this facade and consists of a broad, simple limestone pediment that is supported by two massive fluted pilaster strips. A large display window is placed on either side of the entrance and the facade is otherwise unadorned.

The Schumacher Building was built in 1930 to a design by the Green Bay architectural firm of Foeller, Schober, & Berners and the building is still largely intact today and in very good condition.¹³

Schanen Building 125 E. Main St. 1942 C

The highly intact Art Moderne Style Schanen Building is the newest contributing building in the District, constructed on the eve of World War II after a fire destroyed the previous building on the site. The two-story, rectilinear plan Schanen building is faced in brick and its main facade faces north. Overt Art Moderne design elements are few, being principally confined to the three-part windows and to the entrance bay, which features shallow, inset, fluted, two-story pilaster strips that flank the deeply inset flat-arched main entrance, which has canted side walls, and the tall second story window above it.

The Schanen Building was built for attorney William F. Schanen to house his office and the offices and printing plant of the *Ozaukee Press*, which was owned and edited by his son, William F. Schanen, Jr. Schanen's architect

¹² City of Port Washington Real Estate Tax Rolls. See also *The Port Washington Star*; March 13, 1909, p. 4; February 3, 1912, p. 1 (photo); November 18, 1927, p. 1. See Section 8, p. 14 for information on Hilgen.

¹³ City of Port Washington Real Estate Tax Rolls. See also *The Port Washington Pilot*: November 6, 1930, p. 1; November 12, 1930, p. 1; December 17, 1930, p. 1; February 25, 1931, p. 1. See Section 8, p. 14 for information on Foeller, Schober & Berners.

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Port Washington, Ozaukee County, WI

was the Green Bay firm of Foeller, Schober & Berners, which had previously designed a fine Norman Revival Style house for him in 1928 at 746 W. Grand Ave.¹⁴

Smith Bros. Restaurant Building **100 N. Franklin St.** **1954** **NC**

The fine Colonial Revival style Smith Brothers Restaurant Building was built by the brothers in 1954 to house their very well known seafood restaurant. The previous restaurant was located on a portion of the site of the present building, but was destroyed by fire in 1953, necessitating the construction of the present building. Two-stories in height and clad in red brick, the Smith Bros. building is rectilinear in plan and is one of the largest buildings in the District and is perhaps the best known to visitors. Designed by Milwaukee architect William J. Ames, the building is a fine, highly intact, late example of the Colonial Revival style but it is currently considered to be a non-contributing resource in the District because it is less than 50 years old as of this writing.¹⁵ In 2004, however, the building will meet the National Park Service's required age and, if still intact, it will then be eligible for listing as a contributing resource in the District.

¹⁴ City of Port Washington Real Estate Tax Rolls. See also *The Ozaukee Press*: December 18, 1941 as well as Section 8, p. 14 for information on Foeller, Schober & Berners. Schanen's house is also still extant and in excellent original condition.

¹⁵ City of Port Washington Real Estate Tax Rolls. See also *The Ozaukee Press*: May 27, 1954, part 2, p. 8 (illustration); August 5, 1954, part 2, p. 2 (photo).

Port Washington Downtown Historic District
Name of Property

Ozaukee
County and State

Wisconsin

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

COMMERCE
ARCHITECTURE

Period of Significance

1851-1950
1851-1942

Significant Dates

N/A

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hilgen, William F.
Foeller, Schober, and Berners

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

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Section 8 Page 1 Port Washington Downtown Historic District
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Significance

The proposed Port Washington Downtown Historic District is a commercial district in the city of Port Washington. It is centered on a four-block-long stretch of the north-south-running N. Franklin Street, the ends of which are bounded by E. Grand Avenue to the south and E. Jackson Street to the north. The District was identified by the Port Washington Intensive Survey in 1998 as being a potential historic district having local significance under National Register (NR) criteria A and C. Research was undertaken to assess the potential for nominating the district to the National Register of Historic Places (NRHP) utilizing the NR significance areas of Architecture and Commerce, themes which are also identified in the State of Wisconsin's *Cultural Resource Management Plan* (CRMP). This research centered on evaluating the resources within the district utilizing the Federal, Italianate, Queen Anne, Neo-Classical Revival, Twentieth Century Commercial, Art Deco and Art Moderne styles, and Commercial Vernacular form subsections of the Architectural Styles study unit of the CRMP. The results of this research are detailed below and show that the Port Washington Downtown Historic District is locally significant under NR Criterion C as an architecturally and historically important collection of mostly commercial buildings that together constitute a well-defined and visually distinct geographic and historic entity and that it is also eligible for listing under Criterion A.

The Port Washington Downtown Historic District is believed to of architectural significance (Criterion C) because it contains the only intact historic streetscapes of Victorian period and early twentieth century commercial buildings remaining in the historic business center of the city of Port Washington. Individually, the buildings in the district are good representative examples of Federal, Italianate, Queen Anne, Neo-Classical Revival, Twentieth Century Commercial, Art Moderne and Art Deco styles and Commercial Vernacular form design. Collectively, the buildings in the district have a significance that is even greater than the merit they possess individually. Other historic commercial buildings are scattered throughout the downtown area but they are found either in isolation or they have been greatly altered by insensitive modernization. Because intact surviving streetscapes of such buildings are rapidly nearing extinction in the changing economic and social reality that characterizes the downtowns of Wisconsin's cities today, the retention of the buildings in this district is essential if Port Washington's historic downtown is to be preserved. In addition, the buildings in the district are believed to be of significance to the history of commerce in Port Washington (Criterion A) because they represent not only the most intact group of surviving historic buildings in Port Washington that are associated with that community's historic retail stores and other service-oriented commercial enterprises, but also a major percentage of *all* the buildings in Port Washington that have been associated with this city's commercial history.

Historic Context

Today, Port Washington is the county seat of Ozaukee County and has in 1990 a population of 9,338. In 1835, though, when Wooster Harrison, the first settler of the land that was to become the city of Port Washington, arrived, all this land was included within the boundaries of the larger and as yet undivided Washington County and was then without formal governmental organization. Harrison arrived with several other land speculators and

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traders and the site they chose was a beautiful one whose natural beauty was still apparent when it was described in the 1881 history of the county.

The natural beauties of Port Washington, the county seat of Ozaukee County, are unsurpassed by any of the lake-shore towns. The village is built in a recess formed by nature, in the shape of the letter U.

Two bluffs, three quarters of a mile apart from north to south, with an elevation of a hundred feet at the lake, recede westward a distance of half a mile, where they are joined by a bluff, running north and south, forming walls on three sides, from the base of which the land takes a gradual slope to the lake, leaving a natural basin. Through the west bluff is an aperture, by which Sauk Creek finds its way to Lake Michigan. Back of this hill are a number of smaller elevations, extending along the banks of Sauk Creek; resting on these knolls are handsome residences, many of them having terraces fringed with shade trees and flower beds.¹⁶

Harrison and his company landed on this site on September 7, 1835 and during the fall laid out a town on 16 acres of gently sloping land at the mouth of Sauk Creek where it emptied into Lake Michigan. Harrison, like so many other town founders of that time, settled along a river or stream because it provided both a reliable source of water and the only readily available means of generating power for industrial purposes. He also settled on the shore of the Lake for a similar reason; the ships that sailed it provided the only reliable means of transporting large numbers of people and goods in the day before roads and railroads had been developed. After creating lots to sell, Harrison and his fellows next set about building six or seven modest new buildings for their own use and to impress visitors. These were built out of milled lumber that had arrived by ship rather than the logs that were everywhere in evidence on the site. The first name of the new community was Wisconsin City, but, finding that there was already a city of that name in the territory, they then renamed it Washington City.

Harrison and perhaps a few others resided in the new village until 1837, when the speculative bubble that had brought them there in the first place burst. As a result, interest in the village disappeared and all involved left the buildings and the village and went their different ways. Harrison did not return until 1843, by which time a squatter named Aurora Case had turned one of the 1835 buildings into a kind of hotel for travelers using the old Indian trail that linked the city of Milwaukee thirty miles to the south with Sheboygan thirty miles to the north.

In 1843, Wooster Harrison returned in company with Orman Coe, Ira C. Loomis, Solon Johnson, O. A. Watrous, Col. Teall and others, and began to make permanent improvements. As there was no pier built at that time, they were compelled to wade quite a distance before they could effect a landing, and when on shore, rough crafts were built on which to convey the women and children. Houses were speedily erected, and the establishing of a town began in earnest. A pier was built out to a point in the lake where boats could land their passengers and cargoes, after which the vessels touched regularly.¹⁷

¹⁶ *History of Washington & Ozaukee Counties, Wisconsin.* Chicago: Western Historical Co., 1881, p. 507.

¹⁷ *History of Washington and Ozaukee Counties, Wisconsin,* p. 508

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Harrison reclaimed his house (where he was later to entertain Abraham Lincoln for a night) and he and his fellow townspeople were soon joined by a sizable number of people from the eastern states who were primarily of Yankee and English stock. In that first year, the first religious service in the community was held in a private home by members of the Methodist faith followed in 1845 by the Presbyterians and 1847, the Catholics. In 1844, the first schoolhouse in the village was built and the name of the community was changed from Washington City to Port Washington. The first town meeting was held in April 1846 and a slate of officers was elected. In the same year, Woodruff & Richards began the first brick yard in the village, which followed in 1847 by the development of the first saw mill in the area by Harvey and S. A. Moore, who dammed Sauk Creek and erected a mill on the west bank. They were followed in 1848 by George and Julius Tomlinson, who erected the first grist mill, which was also run by water power from Sauk Creek.¹⁸ Building such a mill was usually a crucial step in building up a town in the days before the coming of the railroads because the locale surrounding a mill was a natural gathering place for area farmers and was thus a logical place around which to build a trading center. This held true here as well. With the Tomlinson's mill in place, the rich gently rolling prairie that surrounded the village became more attractive to settlers wishing to engage in agricultural pursuits.

Another much more controversial event that occurred in 1847 was the naming of Port Washington as the county seat of what was then still Washington County. This led to a battle royal between Port Washington and other area communities for the honor of being the county seat that was not ultimately resolved until 1852, when an exasperated state legislature finally divided the county in two and made Port Washington the seat of the newly created Ozaukee County.

In 1848, the same year that Wisconsin became a state, Port Washington received its village charter and became officially the Village of Port Washington. Most of the village's earliest settlers were transplanted Yankees and persons of English descent, but, by 1848, the first members of what would prove soon to be the dominant ethnic group arrived in the village in large numbers from Germany and also from Luxembourg. The coming of the latter two groups was also accompanied by the creation of the Port Washington congregations of both the German Lutheran and the German Methodist churches in 1853.

Shipping commerce also expanded:

Water commerce was brisk. Steamers sailed into the harbor with increasing frequency using the new [first] lighthouse built in 1849, as a navigational aid. In 1849, 414 ships docked at the commercial piers; by 1851 the number climbed to 740. The population of Port Washington reached 1500 by 1853, and the town consisted of 300 dwellings, 10 stores, five hotels, three mills, two breweries, a foundry, five blacksmiths, four wagon shops, six shoe shops and five tailor shops as well as the two commercial piers.

¹⁸ *History of Washington & Ozaukee Counties, Wisconsin*, p. 513. This mill was afterwards purchased by R. Stelling in 1853, and it is still extant today (115 S. Milwaukee St.).

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Eventually, three commercial piers were built off the shore at Port Washington to serve the settlement's thriving shipping interests. The first pier, located at the foot of Jackson Street, was built by either Wooster Harrison or Solon Johnson around 1843, and was known as the North Pier or Old Pier. Blake's Pier was constructed sometime between 1848 and 1856 at the foot of Pier Street by Barnum Blake, a lumberman. The third, the South Pier, was located at the site of the present south breakwater, and was owned by Lyon Silverman, who also served as an early sheriff.¹⁹

By 1855, Port Washington had a well-established business core centered on the intersection of Grand Avenue and Franklin Street, and residential plats were beginning to be established to the north and west of it. Most of this development was concentrated within the area bounded by Sauk Creek to the south, Milwaukee St. to the west, Jackson St. to the north, and the Lake to the east, which amounted to land at the base of the north bluff that sloped very gradually down towards the creek and the lake, an area that corresponded to the original plat of the village. Some of the new businesses in this core also marked the beginnings of an industrial base in the village, being ones that were over and above those such as milling, that were practical necessities in that day.

The 1850s saw the opening of Lyman Morgan & Company, manufactures of grain separating machines, the erection of a foundry by Theodore Gilson and John Maas, operation of a tannery by Paul Wolf, and James Vail's establishment of a money exchange, the beginning of the banking industry in Ozaukee County.²⁰

The architectural styles found in Port Washington in the mid-1850s were also typical of other Wisconsin communities of the day. The oldest houses tended to have been built in the Greek Revival style or were vernacular expressions of it and were mostly built of wood, as were the community's first commercial buildings. Coexisting with them were brick buildings of various types designed in the Federal style. These included everything from residences and retail stores to hotels and small factory buildings. By 1859, however, the newly fashionable Italianate style was beginning to be seen in the newest commercial buildings in Port Washington, although the style apparently never became a popular residential style in the village.

By the beginning of the Civil War, the village had begun to grow outside of the boundaries of the original plat. The government lighthouse that had been built in 1849 on the top of the bluff overlooking the city had been joined in that same year by the first St. Mary's Roman Catholic Church. Both buildings were replaced in 1860, the church with a new and larger stone building (non-extant) and the lighthouse with a new brick Greek Revival Style building (311 N. Johnson St.), which is still a local landmark and a museum today. In the opposite direction, the new South Addition to the original plat that was located on the south side of Sauk Creek was at first known locally as "Canada" because of the population of immigrants of Irish origin who had come there by way of Canada and Newfoundland.

¹⁹ *Port Washington: 1835-1985*. Port Washington, 1985, p. 7

²⁰ *Port Washington: 1835-1985*. Port Washington, 1985, p. 12.

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The Civil War slowed the growth of the village but, by end of the War, immigrants of German origin were the most numerous of the newcomers to the village. The advent of the 1870s saw the Village caught up in both governmental and private efforts to improve transportation in the area.

The community was a bustling lake port from the mid-nineteenth century until the early twentieth century. Many of the early settlers of the area disembarked from schooners which docked at the piers, where the ships were loaded with local produce for delivery elsewhere. Logs of ships' arrivals and departures were not kept until 1876, but in that year, 350 steamers and 450 sailing vessels were recorded as frequenters of the Port Washington harbor. Passenger ships docked on a regular schedule. The ships were one of the primary means of transportation until the arrival of the railroad and the electric railway. For many years the lake was the town's main link with the outside world.

Efforts to create a protected harbor were begun when the Federal Government, concerned about the sixty miles separating the deep water ports of Milwaukee and Sheboygan, authorized funds for the development of an artificial harbor at Port Washington in 1870. Upon the completion of the dredging of what is now [1985] the west slip, residents were hopeful of creating even greater water born commerce. However, it soon became apparent that the harbor was not safe from the roiling torrents of water every time lake Michigan was overtaken by a storm.

Attempting to correct the problem, the Federal Government agreed to finance the construction of the north slip, designed to dispel damaging wave action. But this effort also failed. Many times after serious storms, the harbor had to be rebuilt, dismaying both the designers and the townspeople.²¹

Only slightly less difficult, but ultimately more successful, were local efforts to secure a railroad for the village. Recounting the whole story is beyond the scope of this work, but the effort was ultimately successful and by 1873 the newly created Milwaukee, Lakeshore and Western Railroad had been built north from Milwaukee to Port Washington and on north to Sheboygan and Manitowoc. Soon thereafter, growth started to move out into the vicinity of the depot. In October 1881, for instance, Messrs. Dix and Kemp founded the Port Washington Malt Co. and built a new brick two-story, 100x120-foot malt house near the railroad depot (non-extant) at a cost of \$16,000.

By 1882, the village had reached a point where another advance in its governmental status was deemed necessary, so in that year application was made and permission was given to reincorporate Port Washington as a city, which it has remained to this day. One of the most important events in the history of Port Washington occurred at the end of the decade, in 1889, when a group of local men formed the Wisconsin Chair Co. and erected the first portions of their factory just to the east of N. Franklin St. flanking the inner harbor. The creation of the Wisconsin Chair Co. was an event of special importance because this locally owned company was to become the principal employer in

²¹ *Port Washington: 1835-1985*. Port Washington, 1985, pp. 8-9. Even today, despite great improvements, the harbor is still not considered safe during heavy weather for the large coal carriers that service the power plant.

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Port Washington for the next sixty years. Beginning in 1889, the company eventually became one of the nation's largest producers of school furniture and at one time employed a sixth of the population of Ozaukee County. Not surprisingly, this company was also of enormous economic importance to the city of Port Washington up until the mid-1950s. Some idea of the impact of this company can be judged from population figures. In 1885, before the factory was begun, the population of the city had been 1500, but by 1892 this had climbed to 1800, by 1893 it had reached 2500, and by 1898, 3450. This more than doubling of the population was in large part due to the spectacular growth of the Chair Co. and this growth was naturally reflected in the city's built environment.

The effects of this new industry on Port Washington were profound and can be seen in every part of the older portions of the city. Within two years of the company's opening, new cream brick hotels and commercial buildings began appearing on both West and East Grand Ave. and on N. Franklin St. The city's brickyards, which were already being kept busy supplying hundreds of thousands of their well known cream bricks for the Chair Company's new buildings, apparently had plenty more left over to satisfy the sudden demand within the city for new residential construction as well. The intensive survey could not help but note the sudden increase in the number of brick houses in the city starting around 1890. Some of these, such as the cream brick Queen Anne style house (300 E. Pier St.), built in 1894 for brickyard owner Gottlieb Gunther, were among the more stylish new residences in the city, while others, such as the numerous cream brick Front Gable vernacular form houses scattered throughout the older residential areas of the city, were among the more humble. The point is that they were all *new* in the 1890s and apparently owed their existence directly or indirectly to the arrival of the Chair Co. Other buildings of importance that are no longer extant were also built during this period, the most notable being the old Port Washington High School (315 N. Wisconsin St.), a vernacular example of the Richardsonian Romanesque Revival Style built of brick in 1892 and destroyed in 1982, and the old Hill School (762 W. Grand Ave.), which was also built of brick in 1893, expanded in 1896 and again in 1904, and destroyed in 1972.

An admittedly biased but nonetheless accurate account of the difference this company made to Port Washington was printed in the Semi-Centennial Issue of the *Port Washington Star* in 1898.

No city in Wisconsin has equaled Port Washington during the last ten years in growth and importance. This is a big claim but it is susceptible of proof. In 1890 the city had a population of 1659 which grew to 2661 by 1895 and 3450 in 1898. Up to 1888 Port Washington was a sleepy country village of about 1300 inhabitants, depending largely upon the surrounding farming community for support. In that year, through the efforts of leading citizens, a contract was signed between the city and certain owners of an abandoned planing mill on one side and Mr. F. A. Dennett of Sheboygan on the other, whereby the gentleman obtained possession of the mill and converted the same into a chair factory. The terms of the agreement entered into at that time have been faithfully carried out and the result has been in excess of what the projectors expected to see realized. In fact, the establishment of Mr. Dennett's enterprise here, known as the Wisconsin Chair Co., seemed to bring new life to the city. Possessing ample capital and seemingly exhaustless energy and business capacity, he has not only built up for himself within a decade an immense industry, but he has encouraged by his example the development of other industries so that today for brains and business capacity the manufacturers of Port Washington will compare favorably with any in the country. Each year has witnessed an increase in

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their output, more hands are employed at better wages than are paid in similar institutions anywhere in the state, and as a consequence the general prosperity of the city has been such as to bring forth from every visitor the remark: "You have the best city of its size in the state."²²

Ironically, it was less than a year later that a disastrous fire would totally destroy the Chair Co. factory, which by 1899 all but ringed the inner harbor. Fortunately for the city, Dennett was persuaded to rebuild the factory in Port Washington, and by the first year of the new century, the company's new and enlarged factory was again working to full capacity.

Some of the other manufacturers that the author of the above alluded to were are mentioned in the Industry section that follows, chief among them being J. Gilson, the founder of the Gilson Manufacturing Co. in 1894, makers of gasoline engines and chair irons (this company is today's Bolens Manufacturing Co.), whose S. Park St. factory was established in 1894 and soon became Port Washington's second largest industry. As for the large Chair factory itself, it is now completely gone, having been totally destroyed twice, the first time by fire in 1899, the second time by demolition, in 1959 after the plant had closed.

In 1902, J. F. Thill built a new three-story Neoclassical Revival style-influenced hotel building (101 E. Main St.) that immediately became the biggest hotel in the city. Finished in the same year and destined to become one of the city's show pieces was the new Ozaukee County Courthouse (109-121 W. Main St.), built at a cost of \$65,000 to a Richardsonian Romanesque Revival Style design by Milwaukee architect Fred Graf. Another major event in the life of the city, but one whose effect on the built environment is much harder to discern, was the arrival in 1905-1907 of the Milwaukee Northern Railway, an interurban electric-powered train service based in Milwaukee that operated an interurban that ran between the cities of Milwaukee and Sheboygan. Port Washington's location midway between these two larger cities made it a logical place for the company to establish a powerhouse (non-extant) for the system, which it eventually did between 1904 and 1908 on the site where Charles Mueller's tannery had been on the Sauk Creek side of E. Grand Ave. almost at the foot of Franklin St. This train service existed until the end of World War II, although its original Port Washington powerhouse was demolished when the new power plant was built, and it was one more factor in the growth of the city.

By 1908, a pictorial booklet on Port Washington contained the following overview of the city's assets:

Port Washington is located on the west shore of Lake Michigan, 25 miles north of Milwaukee and 110 miles north of Chicago. The population is 5000. Port Washington has twenty factories, including a large chair factory, three foundries, two gasoline engine works, plow works, table factory, flour mill, three first class hotels, numerous hotels and boarding houses, two public parks, several private parks including Columbia Park, a favorite resort, one bank, two brick yards, five churches, excellent public and parochial schools, a brewery, a malt house, five newspapers, — and a few saloons. The Chicago and Northwestern Railway

²² *Port Washington Star*, July 4, 1898, p. 1 (Semi-Centennial issue).

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passes through Port Washington, and the Milwaukee & Northern Railway, an electric interurban line, connects with the metropolis of the state [Milwaukee] and Sheboygan and Fond du Lac. The latter company has the largest power house operated by gas producer engines in the United States located at Port Washington. Port Washington has municipal waterworks and electric lights, low taxes, and is an attractive point for manufacturing and residence.²³

The prosperity of the city gradually plateaued in the 1910s and most of the building activity that took place during this decade was in residential construction, rather than commercial development. These houses were built in the new real estate developments that had sprung up around the city since 1892, when Foster, Coe, & Keeney had launched their Lake View Heights subdivision just to the east of the soon to be built Gilson Manufacturing Co. factory.²⁴ Houses built in Port Washington during the 1910s were predominantly designed in the Bungalow style or the simpler vernacular forms. Only a relatively small number of American Foursquare and Craftsman Style houses and their vernacular variants were built throughout the city's residential areas in the years between 1910 and 1920 and the advent of World War I gradually brought a halt to all construction for the duration of the war.

By 1923, a front page article in the January 17, 1923 *Port Washington Herald* contained the following boosterish inventory of the city.

This little 'city of seven hills' is the home of the Wisconsin Chair Co., makers of the biggest and best line of school seats and chairs, the famous Bolens Power Hoe for gardeners, florists, and similar activities, the "Simplicity" gasoline engine, the "Simplicity" reboring and regrinding machine, the J. E. Gilson garden tools, the Badger raincoats, the Schwengel lighting system for poultrymen, the East Valley brick, metal pouring devices, and other special products that have "put Port Washington on the world map!"

Port Washington has more than two miles of concrete paved streets, natural drainage unsurpassed, a complete new sewerage system, a \$250,000 electric light, power and water plant, a well-equipped high school, a fine graded school, the biggest parochial school outside of Milwaukee in Wisconsin, a motorized fire department, two banks, three foundries, a big raincoat factory, the largest chair rocker factory in the world, a quality brick yard known in all western metropolitan cities, pea cannery, six garages, four hotels, four general merchandise stores, a modern movie house, tire shop, two exclusive groceries, four meat markets, three hardware stores, two drug stores, two exclusive shoe stores, a bakery, three jewelers, a leather heel factory, an opera house, two furniture stores, two city parks, a community beach, a two-basin harbor with 14-ft. clearance for vessels, a good dockage, one railway, one inter-urban line, a government light house, seven complete fishing outfits with an annual business of more than a quarter of a million of dollars, a fish products packing concern, three cigar factories, a two-hundred barrel flour mill, a grist mill and flour and feed store, two undertaking

²³ *Port Washington: The Little City of Seven Hills*. Port Washington, 1908, rear cover.

²⁴ Broadside printed as a supplement to the June 4, 1892 issue of the *Port Washington Star*. This broadside notes that "More than forty buildings were put up [in Port Washington] during 1891, and twice that number will be put up the coming summer."

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establishments, two interurban truck lines, a large lime kiln, four printing offices, a K. C. [Knights of Columbus] club house, a Masonic Temple, two coal yards, a pattern works, a florist with modern greenhouse, three electrical shops, a plumber, a marble works, and the usual complement of business and professional men. Population, 1920 census, 3450. A good place to locate factories and homes.²⁵

The 1920s were relatively quiet years insofar as the building of large scale projects was concerned. Most of the construction in the 1920s was residential in character and, for the most part, consisted of single Period Revival Style single family homes built in the newly developed areas in the Northwest Addition around the north end of Milwaukee St. and in the area around W. Grand Avenue and Larabee St. in Boerner's Plat and the City View Addition. By the end of the decade Port Washington would also acquire a new firehouse (102 E. Pier St.), built in 1929.

The year 1930 was an especially momentous one that would see the beginning of important new additions to the city scene. First was the acquisition of a site for a new high school (427 W. Jackson St.) whose Tudor Revival Style original portion designed by the Green Bay architectural firm of Foeller, Schober & Berners would be built in the following year. Second was the choosing of a site at the foot of the south bluff for the new \$25,000,000 electric power plant of The Milwaukee Electric Railway & Light Co. (TMER&L) (ca.146-150 S. Wisconsin St.), the first quarter portion of which would be completed by 1935 and would for many years be the most efficient coal-burning power plant in the world. Third was the beginning of a city-wide movement to acquire the 62-acre Gunther estate on the lake shore at the foot of and including part of the north bluff for use in greatly expanding the existing Lake Park. This movement was successful and by 1934 had resulted in the creation of the beautiful lake front park designed by Boerner and Boerner, a landscape architecture firm based in Milwaukee, known as Lake Park. Yet another significant building constructed in 1930 was the fine Art Deco style building built for M. J. Schumacher at 302 N. Franklin St. to another design by the Green Bay firm of Foeller, Schober & Berners. After 1930, though, the advent of the Depression began to have a chilling effect on the city. After a number of new Period Revival style houses were finished in the N. Milwaukee St. and Larabee St. areas in 1931, building construction of all kinds soon fell off to almost nothing save for the big power plant and park projects already mentioned, the latter of which also used W.P.A. labor. Building construction did not really resume again until 1937, when the new Port Washington U. S. Post Office (104 E. Main St.) was built and residential construction once again began to take place in the newer areas around the city. Also built at the end of the decade was the new St. Alphonsus Hospital, the original portion of which was built in 1941. Never-the-less, new commercial construction was scarce, the only new buildings of this type built in the downtown core that have survived being the new W. D. Poole Funeral Home (104 W. Main St.), designed in the Tudor Revival Style by Milwaukee architect Roy O. Papenthein and built in 1941, and the William F. Schanaen Building at 125 E. Main St., designed in the Art Moderne style by Foeller, Schober & Berners and built in 1942.

World War II effectively halted all non essential construction projects for the duration of the war, the principal exception in Port Washington being the continued expansion of the TMER&L power plant in 1943, which saw the

²⁵ *Port Washington Herald*, January 17, 1923, p. 1.

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addition of a second \$7,500,000 unit to the plant. After the war, however, construction boomed throughout the city, with the initial emphasis being on the construction of new residential housing in the new sub-developments that sprang up to the north and west of the city. Of these, the most significant in terms of the intensive survey was the Schanen Acres development because of the City's decision to actively support it, which was based on the fact that the houses would be prefabricated units made by the Harnischfeger Co. plant in Port Washington and ownership preference would be given to returned World War II veterans.

The 30 Colonial Revival style houses built in the Schanen Acres development between 1948 and 1950 mark the beginning of the post war period in Port Washington, just as they mark the end of the period that is of concern to the intensive survey. Since 1950, the population of the city has almost doubled, growing from 4,755 to 9,388. This growth has been accompanied by expansion in every direction, and much has changed in the older parts of the city as well. Leading this growth has been the city's changing status relative to the nearby metropolis of Milwaukee. For most of its history, Port Washington has been a distinct and separate community and most of its residents worked and shopped within this community. The ongoing expansion of the metropolitan area surrounding Milwaukee, however, is now affecting many communities like Port Washington that once lay outside its direct influence. Evidence of this can be seen in the new suburbs that are now being built around the periphery of Port Washington, suburbs that increasingly house people who, for the most part, work elsewhere. This increase in local population has brought with it the need for more services, larger and newer public facilities, and more and larger stores, all of which are having and will continue to have an impact on the existing historic infrastructure of Port Washington.

Commerce

The Port Washington Downtown Historic District is believed to be eligible for listing in the NRHP under Criterion A because its resources comprise the largely intact historic commercial core of the city. The district consists of some 47 mostly two-story, masonry construction, mid-to-late nineteenth and early twentieth century buildings, almost all of which line N. Franklin Street in the heart of the city. These buildings still form the commercial heart of the city today and they also represent a large portion of all the buildings that were ever built in this city to serve the retail and professional needs of its citizens.

Port Washington's downtown evolved for much the same reason that the city as a whole did: proximity to means of transportation. The downtown core, being older, grew up where it did because it lies adjacent to the place where Sauk Creek empties into Lake Michigan. Lake Michigan was the critical element because the shipping traffic on the Lake was, in the 1830s—1860s, the only reliable means of transporting large quantities of goods and large numbers of people to and from this area in the period before adequate overland roads and later, railroads, were developed. Sauk Creek, meanwhile, was a source of water power for the village, its lower eastern end being the logical place for the construction of saw mills and flour and grist mills and other industries that required water for power or manufacturing. The confluence of transportation access and a power source made the new community a success and soon brought roads into the village from other communities in need of these resources.

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One of the most important of these new roads was N. Wisconsin Street, which began within the downtown core as N. Franklin Street and then turned into Wisconsin Street as it crested the north bluff on its way out of town towards the city of Sheboygan to the north. Another of the most important roads that developed started as Grand Avenue within the downtown core and then ran west towards Saukville, three miles to the west and to points beyond. This road soon became the principal entrance into Port Washington from the developing farm country west of the city so it was not surprising that when the north-south running railroad tracks of the Milwaukee, Lakeshore & Western Railroad finally came to Port Washington after great travail in 1873, the place where they crossed W. Grand Ave. became a natural focus for development. The commercial buildings that developed around this point of intersection served both those customers from outside the village who were intent on using the railroad and those within the village who chose to build residences on the flat uplands surrounding the depot and industrial enterprises within the corridor flanking the railroad tracks.

The first buildings in the new village developed by Wooster Harrison and his companions in 1835 were of frame construction and were probably very simple examples of the Front Gable and Side Gable vernacular forms.²⁶ It appears that about five or six of these buildings were built in that year and immediately thereafter and surviving accounts suggest that they did multiple duty as residences, offices, stores, and lodging places, as was typical of that time and place. When Harrison returned to Port Washington in 1843, the few surviving buildings from his first attempt at city building were promptly put to use and the new buildings that were built at first were probably very similar in design and size. Before long, though, buildings built expressly for commercial purposes began to appear. Many of these were the same frame construction, vernacular form types as the ones built by Harrison, but others were built of cream brick that came from the brickyard established in the place by Woodruff & Richards in 1846, known as the North Brick Yard. As a result, the first commercial streetscapes in the downtown, which had already begun to focus on the north end of Franklin Street, were a mixture of mostly frame and brick buildings of usually modest size.

None of the pioneer, frame construction, commercial buildings erected in Port Washington survive, fire and progress having done their work too well. Fortunately, fourteen of the brick commercial buildings built in the 1850s still exist up and down the length of Franklin St., including several fine and now quite rare examples of Federal Style buildings located on the west side of the 300 block of N. Franklin St. (317, 319-323, and 327 N. Franklin St.), the rest being good examples of Italianate style and Commercial Vernacular form commercial buildings.²⁷ By 1881, the County History published in that year could note: "The village contains some fifty business houses, the majority of which are substantial buildings, of brick and stone."²⁸ Noticeable by their

²⁶ This conjecture is based on pictures of Wooster's own house, the first in the village, which was a simple Front Gable form building that was later expanded into a Gable Ell form building (non-extant). See: *Ozaukee Press*, September 5, 1985, Part 4, p. 2 (photo). Sesquicentennial Issue.

²⁷ It is worth noting that all the survivors from this decade are two and three story buildings, which presumably were possibly the most economically viable and well-built examples of the decade and therefore the ones that were most likely to be continuously useful and valuable.

²⁸ *History of Washington & Ozaukee Counties, Wisconsin*. Chicago: Western Historical Co., 1881, p. 514.

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absence today, however, are buildings built in the 1860s and 1870s, there being only two survivors each from these two decades, which suggests that either fewer buildings were built during these years or that they have experienced a higher rate of attrition.

Interestingly, for reasons that are not yet clear, lots on the upper (northern) blocks of Franklin St. were clearly the favored location for the city's first larger and more expensive early brick commercial buildings. Sanborn-Perris maps show that even by 1885, when the village population had reached 1500, nearly all the buildings below (south) of Main St. were still small one and occasionally two-story wood frame buildings. Perhaps this was due to the proximity of the lower blocks with Sauk Creek and the possibility of flooding or perhaps it was due to the fact that Charles Miller's tannery was located at the bottom of the street on the creek, perhaps not the most pleasant of neighbors. By the 1880s, though, the number of newer brick buildings on the street was growing and starting to extend south down the street towards Grand Ave. Today, nothing is left of the early frame buildings, all the ones on the east side of N. Franklin St. between Grand Ave. and Main St. in particular having been destroyed in the great Wisconsin Chair Co. fire of 1899, which totally destroyed the Chair Co. factory, in the process doing a million dollars damage to itself and to the city.²⁹

By the beginning of the 1890s, though, real changes were apparent on N. Franklin St. and on Grand Ave. and it was during this decade that many of the buildings were built on these streets that are now among the showpieces of the downtown. Included among the list of 1890s buildings built on Franklin St. during that decade are such Queen Anne Style standouts as: the Michael Weyker Building (314 N. Franklin St.), built in 1894 on the site of the old Ozaukee Co. Malt Co.; the Michael Bink Building (231 N. Franklin St.), built in 1891; and the Wilson Hotel, (200-202 N. Franklin St.), also built in 1891 on the site of the old Union Hotel.

The principal reason for this burst of building activity during the 1890s was the development and subsequent success of the Wisconsin Chair Co. in Port Washington in 1889. Ironically, even the destruction of the Chair Co. factory (which backed up against the buildings located on the east side of the 100 and 200 blocks of N. Franklin St.) in the fire of 1899 wound up improving the downtown by making previously occupied lots on N. Franklin St. available for new fire-resistant brick and stone buildings. Fortunately for the city, the decision to rebuild the factory on its original site meant that the status quo could be maintained and what might have been a disaster for the city and one with long-term consequences, was instead perceived as an opportunity. By 1910, most of the lots on N. Franklin St. that had been emptied by the fire had new buildings on them built out of stone, concrete block, or brick, and designed in later styles such as the Richardsonian Romanesque Revival (114 and 118 N. Franklin streets) or the Neoclassical Revival (122 N. Franklin St.). By the end of the decade, other buildings were also being built that were designed in the Twentieth Century Commercial Style. Belief in the future growth of the community was also causing some of the street's buildings to be replaced by larger, more modern buildings that were responding to changes in retail practices. The most notable of these were the

²⁹ An excellent photo taken just after the fire shows what this group of burnt out commercial buildings looked like. See: *Ozaukee Press*, September 5, 1985, Part 5, p. 1 (photo). Sesquicentennial Issue.

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new Boerner Bros. Department Store at 211 N. Franklin St., built in 1910, and the R. Stelling & Co. General Store at 123-125 N. Franklin St., built in 1909.³⁰

And yet, the optimism that was responsible for these new developments was soon to be tempered by economic reality. Although the city's commercial establishment did not know it, Port Washington's population had peaked at 4036 in 1905. By 1910, the population had dropped to 3,792, and by 1920 had fallen to 3,340. As a result, the number of new buildings constructed in the downtown fell off dramatically as can be seen by the fact that only four new buildings were built on N. Franklin St. between 1911 and 1954, when a large fire in the 100 block of N. Franklin St. cleared a site for the new Smith Bros. restaurant building (100 N. Franklin St.) that was built in that year.

Fortunately for Port Washington, the lack of construction in the downtown core of the city between 1910 and 1950 has resulted in the retention of most of the historic commercial buildings that were constructed on N. Franklin St. prior to 1950. As a result, much of the city's historic commercial history is still visible in all its diversity today. The buildings within the District constitute the intact heart of the historic business district of Port Washington and they bear witness to the way in which it has evolved from the early 1870s to the early 1940s. Besides their significance as the most intact buildings in the larger business district that once encircled them, these buildings have also been occupied by a good proportion of all the commercial enterprises that existed in Port Washington during the period of significance. These enterprises have included hotels, banks, restaurants, hardware stores, general stores, post offices, drugstores, harness makers, grocery stores, and other usages, all of which were once central to the life of Port Washington and the surrounding area. Consequently, the district's contributing resources are believed to be of local significance in the area of Commerce because they constitute the most intact surviving embodiment of the historic period of Port Washington's historic commercial and retail life.

Architecture

The Port Washington Downtown Historic District also contains an excellent collection of nineteenth and early twentieth century commercial buildings and it is believed to be locally significant under NR Criterion C (Architecture) as a result. The District's resources constitute the most intact concentration of surviving buildings within the city that were built specifically for commercial activity prior to 1949 and they also comprise a high percentage of all the buildings that were *ever* constructed for this purpose in Port Washington prior to that time.

Port Washington's excellent collection of mid-to-late nineteenth and early twentieth century, masonry construction, commercial buildings is arrayed primarily along the four-block-long length of N. Franklin Street. These buildings display a high degree of individual integrity for buildings of this type and they also have considerable collective importance as an intact ensemble that represents the continuous evolution of the various architectural styles that are associated with commercial buildings in Port Washington from the early 1850s through 1942. All of the thirty-seven contributing buildings in the District are good, representative, largely intact examples

³⁰ *The Jobber & Retailer Magazine*. Milwaukee: June, 1910; pp. 12-14.

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of their styles and include buildings designed in the Italianate, Queen Anne, Neo-Classical Revival, Twentieth Century Commercial, Art Deco, and Art Moderne styles and the Commercial Vernacular form. These are all architectural styles and vernacular forms identified in the Architectural Styles study unit of the *Cultural Resource Management Plan* and the buildings in the district display many of the salient characteristics associated with each of these styles and forms.

Arguably the most exceptional buildings in the District are the ones designed in the Federal and Italianate styles that were built in the 1850s. Federal Style buildings especially are among the earliest and rarest of all buildings in Wisconsin that can claim kinship to an architectural style. Genuine examples of the style were built in the eastern states of the nation up until about 1810, so examples in Wisconsin represent the old-fashioned habits either of the transplanted eastern contractors who built them or their similar clients. Style-defining characteristics include main blocks that are either side or front-gabled, shallow-pitched usually gable roofs with gable end walls that are typically surmounted by parapets and sometimes very characteristic double chimneys. In Wisconsin, surviving buildings related to this style are typically constructed of brick and have windows with simple stone sills and lintels and have been either residential or commercial in usage. Regardless of their usage, though, most of these buildings are rather small in scale and rather narrow for their height. Because such buildings were typically among the earliest buildings in Wisconsin's older communities, they were also among the first to be replaced with larger and more modern buildings as communities grew. Consequently, there are very few places in the state where one can now see anything like a concentration of these buildings and it is for this reason that the small collection of Federal Style stone and cream brick commercial buildings that are located in Port Washington's downtown is a matter of architectural and historical importance. These buildings are excellent and very rare representative examples of this style that were all constructed in the 1850s and include: the Theodore Victor Building at 319-327 N. Franklin St., which was originally a stone-clad triple store building built between 1855 and 1858 (327 has since been modernized and was given an early Twentieth Century Commercial Style facade); the still largely intact three-story Theodore Nosen Building at 329-333 N. Franklin St., built in 1857; and the three-story brick H. H. Stone Building located at 317 N. Franklin St., which was built in 1851.³¹

Also notable are the Italianate style commercial buildings built in the District in the same period. Surviving Italianate style commercial buildings are quite common in Wisconsin. These buildings are usually two-to-three

³¹ An early historic photo of this building reproduced in *Port Washington: 1835-1985*, p. 4, shows that this building originally had a stepped front-facing parapet that was later modernized and given the curved shape it has today, and that the curved parapets above the side elevation's third story windows are also not original to the building. Another photo shows that the side elevation's third story windows and their curved parapets were added after the main facade was altered. In addition, the 1883 Birdseye View of Port Washington by J. J. Stoner shows that the original buildings on the sites of the present Wilson Hotel (200-202 N. Franklin St.) and the Ed Lutzen Hotel and Saloon (201 W. Grand Ave.) were also examples of the Federal Style and an early photo of Franklin St. reproduced in *St. Mary's Church, Port Washington, Wis.: 1853-1978*, shows that the original building at 200-202 N. Franklin St. was also an exceptional and atypically wide example of the style as well.

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stories tall and typically have bracketed cornices, flat or shallow-pitched shed roofs, and tall, often segmental or semi-circular-arched windows that are decorated with hood molds or pediments. Stone examples and wood frame examples exist but the vast majority of such buildings have main facades faced in brick and many have their other walls of brick as well. The downtown area of Port Washington contains some fine examples of Italianate style commercial buildings, all of which are now included in the proposed Port Washington Downtown Historic District and are listed below.

Barnum Blake Building	201 N. Franklin St.	1854
J. Thill Building	223 N. Franklin St.	1854
Nic. Jung (Young) Building	229 N. Franklin St.	1873
Wisconsin House Hotel	308-312 N. Franklin St.	1855/1926
Peter Kuhn Building	309. N. Franklin St.	1867

Of these five buildings, only the Barnum Blake Building and the Wisconsin House Hotel are typical examples of the style. The other three all share distinctive triangular or curved parapets that are as much or more characteristic of the Romanesque Revival Style and its German offshoot, the "Rundbogenstil" or round-arched style, than the Italianate style. The Rundbogenstil is a particularly elaborate form of the Romanesque Revival that was popularized in Germany in the 1840s and 1850s and which a number of German architects who emigrated to America brought with them. Not surprisingly, these designs found special favor with German-American businessmen in Milwaukee and, given the German origins of several of the original owners of these three Port Washington buildings, it is not impossible that they also may have been influenced by this trend.

The District also contains several very good examples of Queen Anne style commercial buildings. The Queen Anne style, as used for commercial buildings, was much more likely to approximate the appearance of contemporary English models than was the case with residential designs. Wisconsin examples of Queen Anne style commercial buildings are generally from one to three stories tall, have exterior walls which are usually constructed of brick, have either brick or stone trim, feature period revival style ornamentation that is sometimes of English origin, and have exterior elevations that feature bay windows or oriel windows placed above the first floor and corner towers that are either full height or treated as oriel bays.

The District contains several fine examples of Queen Anne style commercial buildings including the Michael Weyker Building (314 N. Franklin St.), built in 1894. Another variation of Queen Anne Style design, as applied to commercial buildings, features a corner tower. The District contains several examples of these as well, including: the Wilson Hotel Building (200 N. Franklin St.), built in 1891; and the Michael Bink Building (231 N. Franklin St.), also built in 1891.

In addition to the buildings listed above, the District also contains four fine twentieth century, pre-World War II buildings that are the work of well known area and statewide architectural firms.

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William F. Hilgen

William F. Hilgen (1864-?) was born in Cedarburg, Wisconsin, in 1864. Hilgen attended Spencerian College in Milwaukee, then went to work in the office of the prominent Milwaukee architect H. C. Koch. After about five years, Hilgen spent a year in Los Angeles working for architect Joseph C. Newsom. In 1888, Hilgen returned to Milwaukee to work for the family-owned Hilgen Manufacturing Co., where he continued to work after he established his own architectural practice in Cedarburg in 1889. In 1908, Hilgen was well established in Cedarburg and he left the Hilgen Manufacturing Co. in order to devote himself full-time to architecture. He was still in practice there as late as 1917, by which time he had been responsible for a large share of the architect-designed buildings built in that community around the turn-of-the-century.³²

Hilgen designed two identified buildings in Port Washington, both of which are extant and located in the District, but given his proximity to Port Washington it would be surprising if these were his only designs in the city. The most intact of the two is his excellent Neoclassical Revival design for the First National Bank of Port Washington (122 N. Franklin St.), built in 1910.³³ Also extant, but now greatly altered and considered to be non-contributing to the District, is his Chicago Commercial style Boerner Bros. Department Store at 211 N. Franklin St., which was also built in 1910 and which was the grandest commercial building in the city throughout most of its existence.³⁴

Foeller, Schober, and Berners

Foeller, Schober & Berners has been one of the most important architectural firms in Wisconsin since it was founded in Green Bay in 1895. The founding partner was Henry Foeller (1871-1938), who was born in the French province of Alsace in 1871, the eldest of 17 children. He came to Wisconsin in 1885 and lived with an uncle in Oshkosh who put him through high school and Oshkosh Teachers College. During this time, Foeller was apprenticed to Oshkosh architect William Waters (1843-1917), the most prominent architect in that city and one of the most prominent in the state. In 1895, Foeller came to Green Bay where he formed a short-lived partnership with James E. Clancy under the name Clancy & Foeller. Two years later, Foeller was practicing on his own and he continued to do so until 1907, when he took on Max W. Schober (?-1965) as his partner, who had begun his Green Bay career as a draftsman in Foeller's office. The new firm, Foeller & Schober, soon became the most important one in Green Bay, a position it maintained long after the death of the original partners.

³² Architect's Files. Division of Historic Preservation, State Historical Society of Wisconsin, Madison, Wisconsin.

³³ City of Port Washington Tax Rolls. See also: *Ozaukee Press*, September 5, 1985, Part 6, p. 24 (shows a copy of the blueprint of the facade).

³⁴ City of Port Washington Tax Rolls. See also: *Port Washington Star*: November 27, 1909, p. 4; May 28, 1910, p. 1 (illustrated); November 17, 1910, p. 4; February 18, 1911, p. 1; and June 19, 1919, p. 1.

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A major reason for this success was the skill the firm showed in attracting new personnel who had the ability to design conservative versions of the latest architectural styles and fashions. This task was made easier because by the prominence of the firm, which made it the logical place for newly arriving architects and engineers in Green Bay to begin their careers. Among these persons was Edgar Berners, (1898-?), who was born in Port Washington and raised and educated in this community. Berners subsequently became an engineer and came to Green Bay in 1925, where he was promptly employed in the offices of Foeller & Schober. By 1929, Berners had been made a partner in the firm, which was renamed Foeller, Schober & Berners. Berners eventually became certified as an architect and was eventually honored by being named a Fellow of the American Institute of Architects.

The firm of Foeller, Schober, & Berners designed a number of commissions in Port Washington between 1930 and 1954. The first and largest of them was the Tudor Revival Style original portion of the present Port Washington High School located at 427 W. Jackson St., which was built in 1930-1931 and which was subsequently enlarged and altered by others. A second and far more intact school building designed in this style by Foeller, Schober & Berners is the Port Washington Elementary School located at ca.419 Holden St., built in 1951. Two other buildings in Port Washington designed by this firm are contained within the boundaries of the Port Washington Downtown Historic District. These highly intact buildings are: the fine Art Deco style M. J. Schumacher Building at 302 N. Franklin St., built in 1930; and the equally fine and intact Art Moderne style William F. Schanen Building at 125 E. Main St., built in 1942.³⁵

In summary, the 37 contributing buildings in the Port Washington Downtown Historic District are considered to be of local architectural significance (NRHP Criterion C) individually because of their good, representative designs, their largely intact state, and the potential associations of several of them with architects of local and statewide significance, and they are considered to be of architectural significance collectively because they comprise the still largely intact historic downtown commercial core of the city of Port Washington.

³⁵ Berners & Schober Archives, Green Bay, Wisconsin. This archives, which is kept by the still extant firm, is one of the most extensive architectural archives in the state and the listings of the original drawings and blueprints in this archives are the source of attributions for their Port Washington projects.

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Archeological Potential

The extent of any archeological remains within the district is conjectural at this time. Most of the District's buildings replaced earlier commercial buildings located on the same sites, and it is likely that the later construction activities seriously compromised any remnants of earlier buildings. It is possible, however, that some archeological remains from these earlier buildings may still be extant.

No information about possible prehistoric remains in this area was found during the course of this research. It is likely, however, that any remains of pre-European cultures located within the District would have been greatly disturbed by the building activity associated with the subsequent development of this area.

Preservation Activity

The Port Washington Downtown Historic District has benefited from the fact that it is still actively used, both by the residents of the city and visiting tourists. As a consequence, owners of buildings, in the District have an incentive to maintain them at a high level and encouraging this has been a matter of municipal policy as well. Equally important has been the recent formation of the Port Washington Historical Society. The Society's active promotion of local historic preservation efforts, which include converting the former the former Port Washington Lighthouse into a museum and sponsoring the recently completed Port Washington Intensive Survey and this nomination, are also all having a positive impact as well.

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Verbal Boundary Description:

The boundary of the District begins at a point on the east curbline of N. Franklin St. that corresponds to the SW corner of the lot associated with 100 N. Franklin St.. The line then continues E along the S side of said lot to the SE corner, then turns 90° and continues in a N direction along the rear lot lines of 100, 114, 118, 122, 126, 128, across E. Main and continues behind 200-202, 206-208, 210, 212-216, 220,222, 224, 228 N. Franklin St. to a point on the N curbline of E. Washington St. corresponding to the NE corner of the lot associated with 228 N. Franklin St. The line then continues across E. Washington to the N curbline, then turns 90° and follows said curbline to a point corresponding to the SE corner of the lot associated with 211-213 E. Pier St. The line then turns 90° and continues N along the E side of said lot to the NE corner located on the S curbline of E. Pier St. The line then turns 90° and continues W to the NW Corner of said lot, then turns 90° and continues N across E. Pier St. and along the rear lot lines of 314, 316, 318-320, and 322 N. Franklin St. to the NE corner of said 322 N. Franklin St., a point on the S curbline of E. Jackson St. The line then turns 90° and continues W to the NW corner of the lot associated with 329-333 N. Franklin St. The line then turns 90° and runs S along the rear lot lines of 329-333, 327, 319-323, 317, a vacant lot, 309, 307, 301-303, across E. Washington St. and continuing behind 231, 229, 223, 221. The line turns 90° and continues W along the N lot line of 217. The line turns 90° S along the rear lots of 217, 215, 211, 205, and 201 N. Franklin St. and then S across E. Main St. to a point on the N curbline of E. Main St.. The line then turns 90° and continues W to the NW corner of the lot associated with 125 E. Main St. The line then turns 90° and runs along the W side of said lot to its SW corner, then turns 90° and runs E along the rear of this lot, then turns 90° and runs S along the rear lot lines of 113-115, 107-109, and 105 N. Franklin St. to the SW corner of said 105 N. Franklin St., then turns 90° and continues E along the S side of said lot and across N. Franklin St. to the E curbline of said street, then turns 90° and runs S to the POB. Said boundaries enclose four acres of land, more or less.

Boundary Justification:

The boundaries of the District enclose all the land that historically has been associated with the District's resources.

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Items a-d are the same for photos 1 - 16.

Photo 1

- a) Port Washington Downtown Historic District
- b) Port Washington, Ozaukee County, WI
- c) Timothy F. Heggland, November 1, 1999
- d) State Historical Society of Wisconsin
- e) N. Franklin St., View looking N
- f) Photo 1 of 16

Photo 2

- e) 119-131 N. Franklin St., View looking NW
- f) Photo 2 of 16

Photo 3

- e) E. Main St., View looking W
- f) Photo 3 of 16

Photo 4

- e) 125-129 E. Main St., View looking S
- f) Photo 4 of 16

Photo 5

- e) 201-211 N. Franklin St., View looking NW
- f) Photo 5 of 16

Photo 6

- e) 215-231 N. Franklin St., View looking NW
- f) Photo 6 of 16

Photo 7

- e) 215-231 N. Franklin St. View looking SW
- f) Photo 7 of 16

Photo 8

- e) 301-309 N. Franklin St., View looking NW
- f) Photo 8 of 16

Photo 9

- e) 317-333 N. Franklin St., View looking NW
- f) Photo 9 of 16

Photo 10

- e) 327-333 N. Franklin St., View looking W
- f) Photo 10 of 16

Photo 11

- e) 318-314 N. Franklin St., View looking E
- f) Photo 11 of 16

Photo 12

- e) 308-312 N. Franklin St., View looking E
- f) Photo 12 of 16

Photo 13

- e) 302 N. Franklin St., View looking E
- f) Photo 13 of 16

Photo 14

- e) 212-228 N. Franklin St., View looking NE
- f) Photo 14 of 16

Photo 15

- e) 200-202 N. Franklin St., View looking NE
- f) Photo 15 of 16

Photo 16

- e) 118-122 N. Franklin St., View looking E
- f) Photo 16 of 16

Port Washington Downtown Historic District
Name of Property

Ozaukee
County and State

Wisconsin

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
 A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

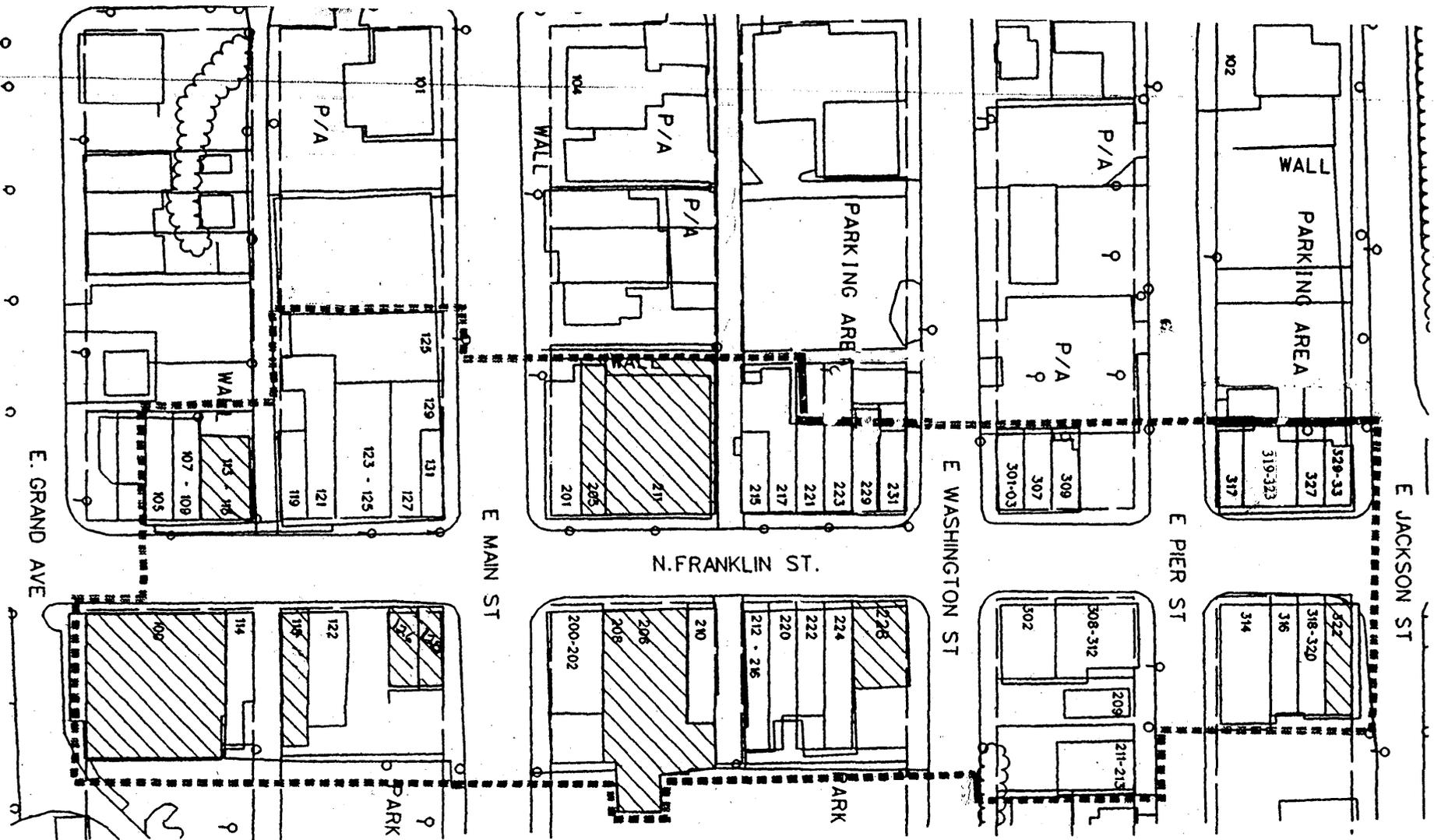
Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	various, see attached list		
organization			date
street & number			telephone
city or town	state	Wisconsin	zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.



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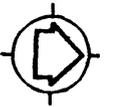
Port Washington Intensive Survey 1998
 Timothy F. Hegglund, Surveyor

AERIAL PHOTOGRAPHY DATED: 1995

DATE 12/16/99

PAGE NO.

1" = 100'



Legend

- District Boundary
- 143 Street Address
-  Non-Contributing
-  Contributing
-  Dense Foliage